

# CITY STREET IMPROVEMENTS MUST KEEP PACE WITH MOTORDOM

## PAVING CONDITIONS HERE DEPLORABLE, SURVEY DECLARES

Need for 710,000 Square Yards of Pavement in District.

PROGRAM IS VITAL  
Small Appropriations of Congress Fail to Meet Situation.

To appropriate sums of money each year for street improvements without regard to the needs or without considering future developments is a policy of shortsightedness. There is urgent need for a street paving program covering a period of years. The condition of the streets must keep pace with the growth of local motordom.

Statistics prepared under the direction of Major F. S. Benson, assistant to the District engineer commissioner, show how far the annual higgery appropriations of Congress have gone toward meeting the needs of the District for new streets and resurfaced streets.

A wide difference is shown between the amount of pavement that Washington ought to have and what it does have. A complete survey of the city shows that on January 1, 1922, there was need for 710,000 square yards of new pavement. Had the pavement program kept pace each year with the growth of the city this enormous need would not now exist.

It would be impossible to make up this entire amount in one year. However, it would show sagacious judgment on the part of Congress if a paving program were adopted. Spread over a period of four years Congress would need to put \$1,095,750 in new paving each year to meet the needs.

What has Congress done in regard to new paving?

While it is impossible to forecast what will be done in conference between the House and Senate over District appropriations, it can be ascertained from the bill that named the House and later passed the Senate in an amended form, just what each chamber saw fit to do.

The House representatives appropriated the little sum of \$85,100 for new paving, falling short of the four-year program figure by \$1,010,650. This will provide for approximately 25,000 square yards of paving.

The Senate improved on this amount by putting back into the bill all the streets that the House omitted. The estimates as furnished by the Bureau of the District Engineer show that the Senate's proposal to expend \$225,100 for new pavements, falling short of the needs, as spread over the four-year program, by \$840,650. The Senate plans for approximately 75,000 square yards of new pavement which is approximately 220,000 square yards short of the amount estimated for the four-year program.

In figure two, it is shown how the amount of resurfacing needed by the city has been accumulating through the years and now leaves the streets in such a bad condition. This need should be met by a resurfacing program that would gradually reduce the area until only the annual wear on the streets need be met. Normally approximately 4 per cent of the streets should be resurfaced each year.

The District appropriations bill as it passed the House provided for \$421,250 for repairs to streets, avenues and alleys including both resurfacing and other repairs. This sum was increased to \$500,000 in the Senate. Major Benson estimates that that amount will provide for approximately the same amount of resurfacing as last year, or 50,000 square yards.

It is estimated that the city was approximately 429,789 square yards behind in its resurfacing on January 1, 1922. To prove this the city government made a canvas and listed 147 separate street items totaling 429,789 square yards.

The following are the new pavements provided for by the House: Fifteenth street northeast, between East Capitol and B streets, \$15,000; Ingraham street northeast, east of Fourteenth street, \$7,000; Upshur street northeast, between New Hampshire avenue and Fourth street, \$5,400; Fifteenth street northeast, between H and I streets, \$16,800; Yuma street northeast, between Thirty-eighth and Thirty-ninth streets, \$9,000; Varnum street northeast, between Second street and Rock Creek Church road, and between Seventh street and Grant circle, \$11,700; Third street northeast, between Taylor and Upshur streets, \$4,700; Nineteenth street northeast, between C and E streets, \$11,200; Illinois avenue northeast, between Webster and Allison streets, \$7,500; Crittenden street northeast, between Fifteenth street and Piney Branch road, \$3,800.

To these the Senate added those streets that the House cut out of the list submitted by the Bureau of the Budget. The streets added are: West side of Connecticut avenue northeast, between Ingomar street and Chevy Chase circle, \$45,000; East Capitol street northeast, between Fifteenth and Eighteenth streets, \$7,000; Rhode Island avenue northeast, between Twelfth and Sixteenth streets, \$45,000; Twelfth street northeast, between Michigan avenue and Upshur street, \$17,200; Randolph street northeast, between Thirtieth and Fourteenth streets, \$10,700; Twenty-eighth street northeast, between Woodley road and Cathedral avenue, \$10,000.

As given by Commissioner Rudolph before the House Appropriations Committee, the following estimates for new street paving were struck out by the Bureau of Budget from the list submitted by the District Commissioners: Georgia avenue northeast, Millitary road to Piney Branch road, \$49,000; Nichols avenue southeast, south entrance to Asylum to Portland street, \$54,000; Twentieth street northeast, Virginia avenue to E street, \$11,200; All place northwest, west of Twentieth

## Getting Back to Normalcy in Paving.

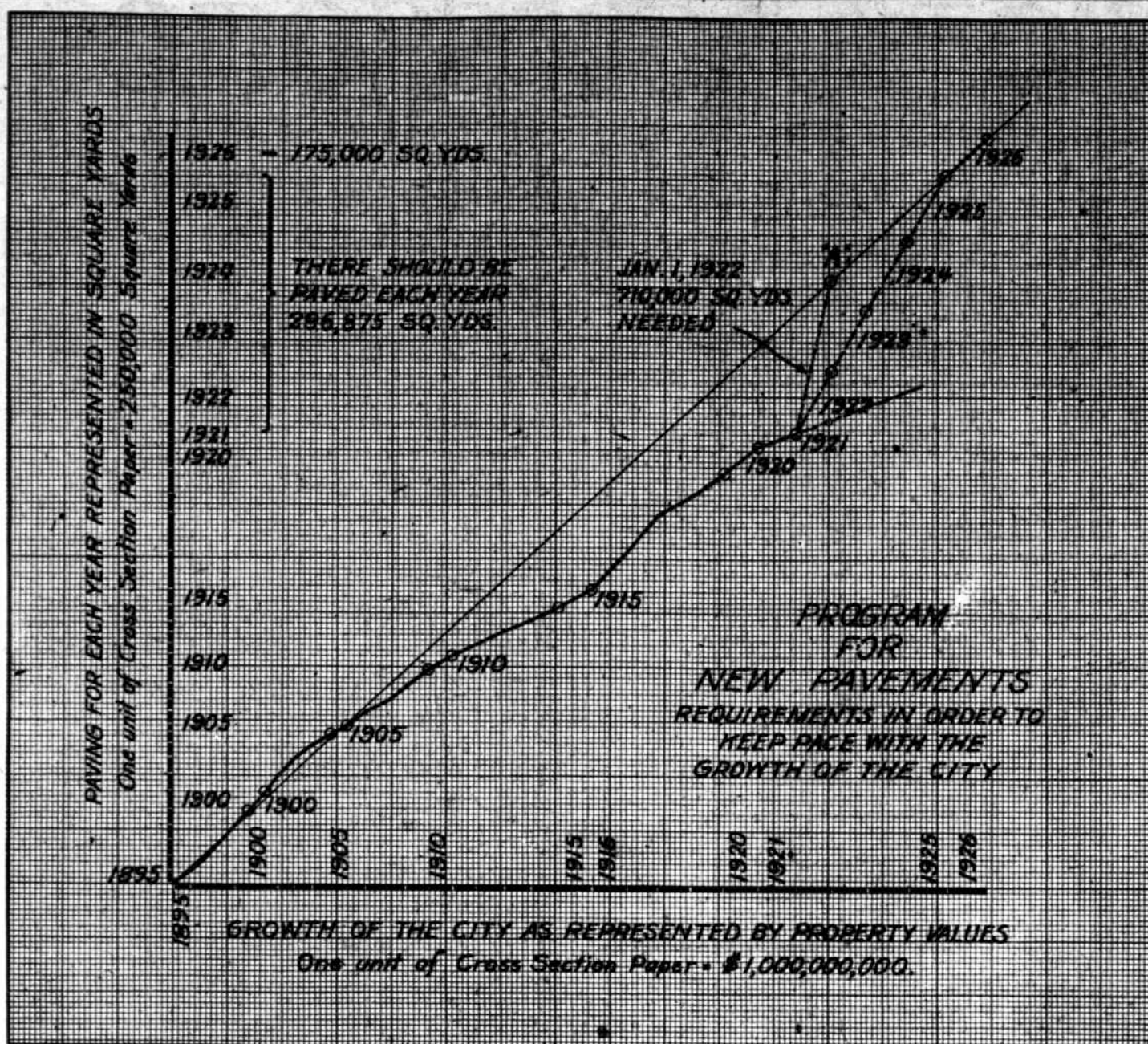


Figure 1 shows a program for new pavements that will enable Washington to reach normalcy in street improvements in four years. The straight light line running diagonally across the chart represents the steady increase in street needs with the growth of property values in the city. The heavy line represents the path street pavement appropriations have taken, leaving a need for 710,000 square yards on January 1.

street, \$5,600; Arkansas avenue northeast, between Emerson and Farragut streets, \$7,800; Shepherd street northeast, west of Fourteenth street, \$4,700; Twenty-eighth street northeast, south of Cathedral avenue, \$16,800; G street southeast, Fourteenth to Eleventh streets, \$9,200; paving west side of Wisconsin avenue northwest, Massachusetts avenue northwest, New Hampshire avenue to Newark street, \$35,400; Eighth street northwest, New Hampshire avenue to Shepherd street, \$7,900; Randall street northwest, Fifth street to Rock Creek Church road, \$9,900; Park road northwest, Fourteenth street west to alley, \$2,600; Georgia avenue northwest, Columbia road north, \$13,000; Allison street northwest, Illinois avenue to Seventh street, \$4,300; Seventeenth street northwest, Irving to Kenyon streets, \$4,300; Newton street northwest, Georgia avenue to New Hampshire avenue, \$8,900; Otis street northwest, Georgia avenue to New Hampshire avenue, \$8,500; V street northeast, North Capitol street to Lincoln road, \$10,500; Twelfth street northwest, Otis street to Michigan avenue, \$16,000; Todd place northeast, Lincoln road to First street, \$3,200; Fourth street northeast, Taylor to Upshur streets, \$5,600; Channing street northeast, from North Capitol street eastward, \$3,300; Varnum street northeast, Seventh street to Grant circle, \$5,100; Jefferson street northeast, 200 feet east of Fourteenth street, \$3,600; Kenyon street northeast, Mount Pleasant to Eighteenth streets, \$11,500; Twelfth street

northeast, Michigan avenue to Upshur street, \$17,200. The sums for new paving, as cut out by the Bureau of Budgets, total \$327,900. The items for repaving as submitted by the Commissioners and cut out by the Bureau of Budgets are as follows: Fourteenth street west, C street north to B street south, \$30,000; Eleventh street southeast, Potomac avenue to Anacostia Bridge, \$32,500; D street northeast, Sixth street to Seventh street, \$11,200; Georgia avenue northwest, Florida avenue to Barry place, \$33,500; Wisconsin avenue northwest, between M and Grace streets, \$11,200; Seventh street west, between Pennsylvania avenue and H street south, \$33,500; Nineteenth street northwest, Pennsylvania avenue to K street, \$17,000. These items for repaving total \$169,900. Besides these items the Bureau of Budgets cut out \$50,500 for grading and \$25,000 for repairs. All the cuts made by the Bureau of Budgets were made without consultation or conference with the District Commissioners.

There are 10,750 licensed taxicabs and motor buses in New York City. Nearly 700 French chauffeurs were reported for reckless driving in a single day in Paris.

Skilled automobile mechanics in Germany receive less than \$1 for an eight-hour working day.

## FAMOUS AVIATOR COMPLETES TRIP

Drives Through Dense Wilderness, Across Mountain Torrents in Motor Car.

Roland Rohlf, noted aviator who represented America in the International Gordon-Bennett races in France and who gained world-wide fame at one time as the breaker of the world's altitude record, recently drove a Franklin sedan many thousand miles through the wildest and most unexplored parts of Colorado, Utah, Arizona and New Mexico.

At the conclusion of his trip, while at the factory for a new touring limousine, one of Franklin's latest body designs, Mr. Rohlf told a few incidents of what was probably one of the severest trips any automobile was ever called upon to undertake.

It was not due to the persistent effort of a salesman that Mr. Rohlf became a Franklin owner. Possessed of a wide knowledge of automotive mechanics by reason of his experience as an aviator, Mr. Rohlf found Franklin construction in accordance with his ideas of what a real motor car should be. The experiences which he went

through on his Western trip provided a most strenuous and unusual test of the car's capabilities. With the idea of taking up a rancher's life, he proceeded to explore some of the wildest and least developed parts of the United States. He forded mountain torrents to attempt to cross which even the natives dubbed as foolhardy. He penetrated forests where he was forced at times to construct his own log roads in order to get through. He traversed deserts where there was sometimes a day's journey intervening between signs of human habitation, and frequently aided other motorists broken down in the midst of these cross-dotted wastes, some of whom had been stranded for days while waiting to get a message through to the nearest repair or blacksmith shop.

Without ever carrying more than the regular tank full of gasoline, he was forced but once to stop at a desert station, where the price was 50 cents per gallon, to fill up. And his average for the entire trip was seventeen miles to the gallon. Mr. Rohlf's sedan was the object of considerable curiosity on the part of natives of certain parts of the country, because while they were perfectly familiar with the Franklin car as being practically the only type of car which could be used in that country, they had never believed it possible for an enclosed car to successfully undergo the severe usage to which an automobile is subjected in this undeveloped country.

## BIRTHDAY PLANNED TO MARK EDISON'S ELECTRIC TRIUMPH

Will Celebrate Fortieth Anniversary of Installation of N. Y. System.

Thomas A. Edison, who was recently honored by celebration of his seventy-fifth birthday, will be further honored before the end of the year by the celebration of the fortieth anniversary of his installation of New York's electrical system.

September 4, 1882, New York's first central station and underground system of distribution were completed and placed in operation according to plans conceived and executed by Edison. By many this is considered Edison's greatest contribution to mankind, and the principles laid down by him in the construction of that station formed the basis of similar stations all over the world. Indeed, there has been little deviation from them in all the years that have followed.

The original generating station occupied a reconstructed brick warehouse at Nos. 255-57 Pearl street, and supplied a distribution system serving only one square mile of territory. Fewer than sixty customers were supplied when the current was turned on in the afternoon of September 4. Current was furnished for lighting only, and only 1,500 lamps had been installed. Today the Edison system in this city supplies 256,560 customers, and is used for lighting 3,600,000 lamps, operating 688,000 horsepower in motors, and for heating purposes to the extent of 12,800 kilowatts.

On the thirty-fifth anniversary of the beginning of the service, the American Science and Historic Preservation Society placed on the site of the original station a bronze tablet setting forth the facts concerning this important event in electrical history. Details of this year's observance have not been completed, but it has been decided to hold a commemorative celebration on September 4 next.

## Says Jaywalking Is Cause of Most Motor Accidents

LOS ANGELES, Cal., March 25.—Jaywalking leads the list of causes of automobile accidents in Los Angeles, according to the February report of the Automobile Club of Southern California. Eighty-one of the 269 persons injured in automobile accidents here in that month were listed as "pedestrians who were not looking where they were going."

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## AUTOMOBILE MEN START CAMPAIGN FOR REPAIR WORK

Urge Owners to Have Cars Fixed Before Rush Period.

For years automobile repairmen and accessory dealers have seen business slow down during the winter and early spring months. But this year a concerted movement is taking place to induce motorists to "repair it now."

Motorists, too, are seeing that the policy of neglecting their cars through the winter months and postponing needed repairs is a short-sighted one. In the past it has seemed as if on the same morning in late spring nearly every motorist wakes up with the conviction that he'd better have his car repaired. They all tear off to repairman or accessory dealer, clamor for quick service, swamp the shops with work and, as a consequence, get just what they deserve—work that isn't and can't be thorough.

Start Campaign. All over the country repairmen and accessory dealers are telling their customers by word of mouth, by mail and by published advertising to "repair it now." "Repair it now, while you can get prompt, thorough service—while the shops are able to handle your work the way it should be handled—at less expense to you."

Motorists who are wisely heeding these suggestions are going to have their cars all ready to run at the first breath of spring. No tie-ups for them when lovely nature beckons and the balmy breezes tell of wonderful days to come. The wise motorists are coming early to avoid the rush.

It is rumored that many cities will have "repair it now" parades on March 20. These parades will wake people up to the facts when they

see the novel stunts that will point out lessons in motoring preparedness.

Even in Southern California, where winter never comes, there is need for just such a spontaneous movement. Summer trips will be next in order and it's a lot better to be ready beforehand with needed repairs all done than to wait too late and have to postpone a trip.

The motorist who habitually puts off needed repairs until just before he is ready to start the first trip in the spring had better watch his step this year.

Statistics show so many more cars in use that if they all follow the usual custom of jamming the repair shops with rush work it will probably take three weeks to get a spark plug cleaned. "Repair it now" is the slogan repair men and accessory dealers are impressing on motorists all over the country. "Repair it now" is a mighty wise thing to do, for now you can get thorough, prompt service. Three weeks from now, you'll have to take your turn in line. Rush work is seldom satisfactory, and cautious motorists aren't taking any chances on delays or poor workmanship.

**VALUE**

The man who purchases and owns a Sterling Model Standard Eight pays for a net car value. The product of a corporation with overhead and carrying charges reduced to the irreducible minimum. Facilities and equipment throughout our extensive plants permit us to market these highest in quality motor cars at approximately \$1,000 unamortized cost from shops of other manufacturers.

On Display at Auto Show, March 25, Space No. 47, Grand Floor.

**Standard Steel Car Co.,**  
1625 Y Street N.W.  
(Between 16th and 17th)  
Phone North 7054

## NOTICE All Automobile Owners

Buy filtered gasoline and get away from that dirt and water. We guarantee every gallon of gasoline we sell free from dirt or water. The only station in this city that hauls and filters every gallon of gasoline sold. It costs no more to buy filtered gasoline at the Capitol Gasoline Station, which is the finest in the city, with all the service you want. No charge for draining oil. Full line of genuine Mobil and all other good oils. Quaker State oil for Franklin motor cars.

**CAPITOL GASOLINE STATION**  
Foot of Capitol  
First Street and Maryland Avenue S. W.  
Open from 7 a. m. to 11 p. m. every day.

**The fire mileage is unusually high**

DODGE BROTHERS  
Inc.

## Taking Care of What Washington Has.

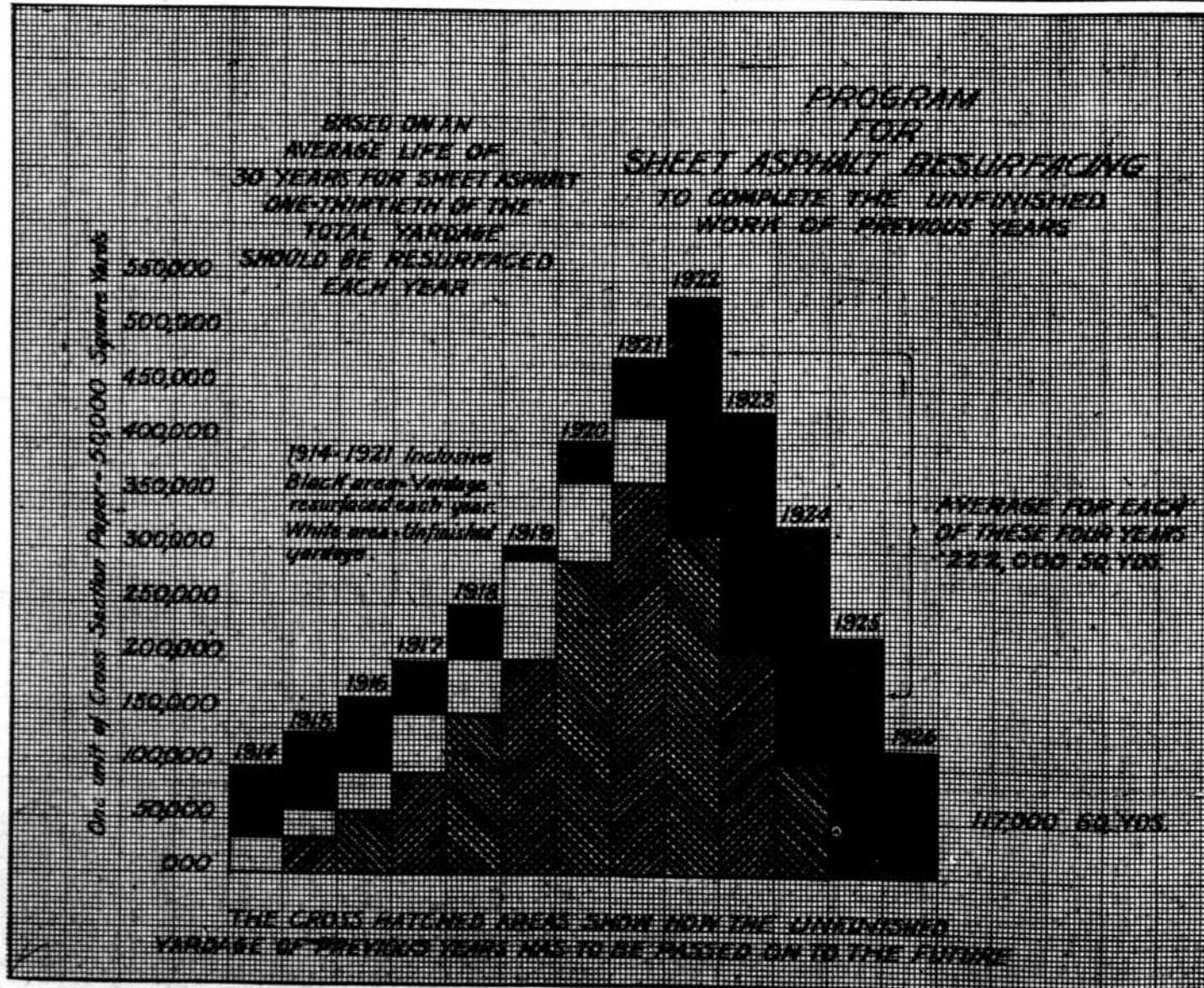


Figure 2 represents the situation in regard to resurfacing. The cross-hatched columns indicate the steady accumulation of un-resurfaced pavements since 1914. The black columns show year by year what resurfacing has been done and what should be done in the next four years to catch up. The cross-hatched column at the top of the column for 1922 represents what part of the needs Congress is preparing to meet.

**PROGRAM FOR SHEET ASPHALT RESURFACING TO COMPLETE THE UNFINISHED WORK OF PREVIOUS YEARS**

AVERAGE FOR EACH OF THESE FOUR YEARS 225,000 SQ. YDS.

170,000 SQ. YDS.

**SEMME'S MOTOR COMPANY**  
1132-34 CONNECTICUT AVENUE—MAIN 6600

Sedan, \$1,440. Coupe, \$1,280. Touring Car, \$680. Roadster, \$550. Panel Business Car, \$980. Screen Business Car, \$880. All prices F. O. B. factory.